REMARKS

The specification has been amended to provide a cross-reference to the previously filed International Application.

The specification has also been amended to correct typographical errors.

The claims have been amended to delete improper multiple dependencies.

Entry of the above amendments is earnestly solicited. An early and favorable first action on the merits is earnestly solicited.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17; particularly, extension of time fees.

Respectfully submitted,

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TCB/rem
0425-0871P

Attachment: VERSION WITH MARKINGS TO SHOW CHANGES MADE

Docket No. 0425-0871P

VERSION WITH MARKINGS TO SHOW CHANGES MADE

The specification has been amended to provide a cross-reference to the previously filed International Application.

IN THE SPECIFICATION:

The paragraph beginning on page 7, line 3, has been amended as follows:

When the above-described coolant is produced, a stainless steel is preferably used and especially, SUS304, SUS310S, SUS316 (JIS Standard) can be used. SUS304 (18Cr-8Ni-0.06C) exhibits excellent corrosion resistance as austenitic stainless steel. In addition, an expansion-suppressing means can be formed at the outer peripheral portion of the coolant. The expansion-suppressing means functions as a means to reliably keep a gap between the coolant and the housing (especially at the time of actuation of the inflator) when the coolant is disposed in the inflator. For example, the expansion-suppressing means can be realized by disposing a laminated wire-mesh layer or the like having different [linear shape] wire diameter, pressure loss or the like outside the coolant. In this case, the coolant has a double layer structure, and the outer layer prevents the coolant from expanding, due to a gas pressure at the time of actuation of the inflator, to close the gap between the coolant and the housing.

The paragraph beginning on page 19, line 15, has been amended as follows:

The coolant 7 is held between the diffuser shell 1 and the closure shell 2 by welding the both shells with each other. In the present embodiment, a short pass preventing means 51 which covers the inner peripheral surface of the coolant 7 on the diffuser shell 1 side is interposed between a coolant [22] 7 end surface and a ceiling inner surface 29 of the diffuser shell 1 so as to prevent the combustion gas from passing between the coolant [22] 7 end surface and the ceiling inner surface 29 of the diffuser shell 1. The short pass preventing means 51 is integrally formed with a flame-repellent plate 50 for protecting the coolant from a flame of the transfer charge discharged from the flame-transferring hole. This flame-repellent plate 50 may be formed as a separate member from the short pass preventing means 51, or a perforated basket formed at the specified area with a plurality of through holes may be used instead of the flame-repellent plate 50. A gap 9 is secured outside the coolant 7 so that the combustion gas can pass through the entire surface of the housing 103.

The paragraph beginning on page 22, line 18, has been amended as follows:

The coolant 107 disposed in the coolant accommodating

chamber 130 is for purifying and/or cooling a combustion gas generated in the combustion chamber 122, and a coolant which is formed in the same manner as that of the Embodiment 1, with a small density-difference in the axial direction is used. The coolant 107 is cylindrical in shape, and an end thereof on the combustion chamber 122 side is supported by a coolant supporting member 132, and the coolant 107 is disposed coaxially with the housing 103 and [oppositely to] facing the inner peripheral surface of the housing 103. A gap 109 having a predetermined width and functioning as a gas passage is provided between the outer peripheral surface of the coolant 107 and an inner peripheral surface of the housing 103. In the present embodiment, the coolant supportingmember 132 is formed by providing peripheral walls on the inner periphery and the outer periphery of an annular portion 133 having substantially the same shape as an end of the coolant 107. The inner periphery of the coolant 107 is supported by a peripheral wall 134 of the inner peripheral side, and a peripheral wall 135 of the outer peripheral side is held by the inner peripheral surface of the housing 103.

IN THE CLAIMS:

The claims have been amended as follows:

6. (Amended) A coolant for an air bag inflator according to [any one of claims 1 to 5] claim 1, wherein a bulk density of said coolant is 3.0 to 5.0 g cm^{-3}, and said coolant has a pressure loss of 10 mmH_2O to 2000 mmH_2O with respect to an amount of air of 1000 liters $minute^{-1}$ under the atmosphere of 20°C.

7. (Amended) A coolant for an air bag inflator according to [any one of claims 1 to 6] claim 1, wherein said coolant is an annular laminated body made of wire mesh formed by plainly knitting stainless-steel wire rods, and said laminated body is compressed.

13. (Amended) A method of producing a coolant according to [any one of claims 8 to 12] claim 8, wherein said molded product is compressed also in the radial direction in the compressing process.

14. (Amended) A method of producing a coolant according to [any one of claims 8 to 13] claim 8, wherein said molded product

is an annular laminated body obtained by forming a plain-knitted wire mesh made of stainless-steel wire rods into a cylindrical body and folding one end of said cylindrical body outwardly and repeatedly.

15. (Amended) A method of producing a coolant according to [any one of claims 8 to 13] claim 8, wherein said molded product is an annular laminated body obtained by forming a plain-knitted wire mesh made of stainless-steel wire rods into a cylindrical body, pressing the cylindrical body in the radial direction to form into a plate body, and then rolling said plate body many times cylindrically.

16. (Amended) A air bag inflator comprising, in a housing thereof with a gas discharge port, an ignition means to be activated upon an impact, gas generating means which is to be ignited and burnt due to activation of the ignition means for generating a combustion gas, and coolant means for purifying and/or cooling said combustion gas, wherein said coolant means is the coolant means according to [any one of claims 1 to 7] claim 1.